

YET ANOTHER HONOR FOR
DEWAR'S
PERTH WHISKIES
Which have received a ROYAL
WARRANT from His Majesty
King EDWARD VII.

SOLE AGENTS:
H. PRICE & CO.,
12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

No. 11,990.

號一廿月八年一零百九千一英

HONGKONG, WEDNESDAY, AUGUST 21, 1901.

日八初月七年丑辛

PRICE, \$2.50 Per Month.

AGENTS FOR THE CHINA MAIL.
LONDON.—F. AGENT, 11 & 12, Clements
Lane, London, E.C. 3. STREET
& CO., 30, Cornhill, London, E.C. 4.
HENRY & CO., 81, Cannon Street, E.C. 4.
SAMUEL DRAGON & CO., 150 & 154,
Leadenhall Street, W. M. WILKS, 151,
Cannon Street, E.C. 4. ROBERT WATSON,
150, Fleet Street, W. MITCHELL & CO.,
100, Abchurch Lane, London, E.C. 4.
PARIS AND EUROPE.—MAYNARD,
PARIS & CO., 18 Rue de la Grande
Boulevards.
NEW YORK.—THE CHINESE EVANGELIST
OFFICE, 22 West 2nd Street.
SAN FRANCISCO AND AMERICAN PORTS
generally.—BEAS & BROWN, San Fran-
cisco.
AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GORDON, Mel-
bourne and Sydney.
CEYLON.—W. M. SMITH & CO., THE
APOTHECARIUS CO., Colombo.
PATAVIA.—H. M. VAN DORP & CO.,
SINGAPORE, STRAITS, &c.—KELLY &
WALSH, Ltd., Singapore.
PHILIPPINE ISLANDS.—A. S. WAT-
SON & CO., Manila.
CHINA.—AGENTS, A. A. DE MELO, Agent,
N. MULLER & CO., LIMITED, Poonah,
BROCKETT & CO., Shanghai, LANE,
CRAWFORD & CO., AND KELLY &
WALSH, Yokohama, LANE, CRAWFORD
& CO., and KELLY & WALSH.

Business Intimations.

STEAM LAUNDRY COMPANY,
LIMITED.

THE Company is now in a position to
Collect and Deliver at Private Resi-
dences. Customers who desire our ser-
vice may call for their washing bill, or by
addressing the undersigned.

P. G. ALLEN,
Manager.
Hongkong, August 15, 1901. 1715

NOTICE.

I have THIS DAY Resumed my
DENTAL PRACTICE.

WM. MACLEOD, D.D.S.,
Beaconsfield Arcade.
Hongkong, August 1, 1901. 1501

NOTICE.

THE Undersigned carry in Stock an
extensive line of CIGARS and
CIGARETTES from the "GERMINAL"
FACTORY of Manila, for which they are
sole agents in Hongkong. Prices—mod-
erate. Stock of specially selected quality.
A trial solicited. Special Terms to Ex-
porters.

T. M. STEVENS & CO.,
1, Durbell Street.
Hongkong, August 2, 1901. 1605

Wanted.

WANTED.

AN ENERGETIC MAN, for Harbour
Work. Apply by letter only to
THE FURNISHING & DISINFECTING BUREAU,
41, Des Vieux Road Central.
Hongkong, August 15, 1901. 1760

IMPERIAL BANK OF CHINA.

WANTED.

AN EXPERIENCED MAN of Business
to act as COMPTROLLER from next
Chinese New Year.
Full particulars can be obtained on
application to the Undersigned.
By Order of the Board of Directors,
R. W. RUTTER,
Manager.
Hongkong, July 30, 1901. 1573

WANTED.

TO Purchase a STEEL or IRON SAIL-
ING VESSEL. Capacity 400 to 700
tons Register.
Apply to "R. S."
Care of "CHINA MAIL" Office.
Hongkong, August 17, 1901. 1721

HONGKONG HIGH-LEVEL TRAM

WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15
p.m. every half hour.

SUNDAYS.

8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by arrangement at the
Company's Office, 38 and 40, Queen's Road
Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, April 2, 1901. 1601

Company Notices.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 10% per Share
and BONDS of \$7 per Share for the
Six Months ending 30th June, 1901, de-
clared at Monday's Ordinary Half-Yearly
Meeting, will be PAYABLE at the premises
of the HONGKONG & SHANGHAI BANKING
Corporation, on and after TUESDAY,
the 24th August, and Shareholders are
requested to apply for DIVIDEND WAR-
RANTS at the Company's Office, Queen's
Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, August 19, 1901. 1735

CHINA SUGAR REFINING CO., LTD.

NOTICE.

IN Accordance with the provisions of No.
121 of the Articles of Association the
General Shareholders have this day declared an
Interim DIVIDEND of 5 per cent. for the
Half-year ending 30th June, 1901, on the
Paid-up Capital.
DIVIDEND WARRANTS PAYABLE
on SATURDAY, the 24th August, will be
issued to Shareholders on application to
THE TRANSFER BOOKS of the Com-
pany, which will be CLOSED from 15th to 24th
inst. both days inclusive.

JARDINE, MATHESON & CO.
General Agents.

Hongkong, August 12, 1901. 1659

THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO.,
LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the
Rate of 5% (Two Dollars and Fifty
Cents per SHARE) for the Six Months
ending 30th June, 1901, will be PAID to
those Persons who are Registered as Share-
holders in the above Company on the 29th
August, 1901.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 22nd to
the 30th instant, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, August 15, 1901. 1769

THE HONGKONG COTTON SPINNING,
WEAVING & DYING COMPANY,
LIMITED.

ISSUE OF NEW SHARES OF \$10

EACH PAYABLE ON APPLICATION.

APPLICATIONS for 50,000 NEW
SHARES will be received by the HONG-
KONG AND SHANGHAI BANKING CORPORA-
TION on or before 3 p.m. on the 27th of
August, 1901, upon forms which may be
obtained either at the said Bank or from
the undersigned.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, August 14, 1901. 1663

HONGKONG & SHANGHAI BANKING
CORPORATION.

THE DIVIDEND Declared for the Half-

Year ending 30th June last, at the
Rate of ONE POUND AND TEN
SHILLINGS Sterling per SHARE,
is PAYABLE on and after MON-
DAY, the 19th of August Current,
at the Offices of the Corporation, where
Shareholders are requested to apply for
WARRANTS.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, August 17, 1901. 1719

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC CO., LTD.

SUBSCRIBERS are Notified that New

Regulations printed on the List of
Subscribers now being issued will come
into force on the 21st instant.
These Regulations are identical with
those now in general use in England, and
after the above date, all connections will
be made in accordance with them.

W. STUART HARRISON,
Manager.

Hongkong, August 17, 1901. 1724

TEBRAU PLANTING COMPANY,
LIMITED.

NOTICE is hereby given that in accor-

dance with ARTICLE IX paragraph
1 of the Articles of Association of this
Company, the following SHARES have
been FORGOTTEN.

10801-11000
11286-11355
11538-11585
11786-11885
14386-14485

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, August 6, 1901. 1628

三字經

千字文

1.—THE TRI-METRICAL CLASSIC.

2.—THE THOUSAND WORDS POEM.

Translated from the Chinese
by E. J. ESTEL, Ph.D.

To be had—Price 30 Cents the set—from
the "CHINA MAIL" Office, 5 Wyndham
Street.

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MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateurs
ENLARGEMENTS A SPECIAL FEATURE.
1587

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AND

TYPEWRITERS.

SOLD, EXCHANGED AND REPAIRED.
PRICES VARYING FROM \$25 TO \$255.

ASCETYLENE LAMPS & CARBIDE.

DRAGON CYCLE DEPOT.

11, D'Arville Street.
Hongkong, 9th February, 1901. 925

HONGKONG

STEAM LAUNDRY CO., LIMITED.

WASHING! WASHING!

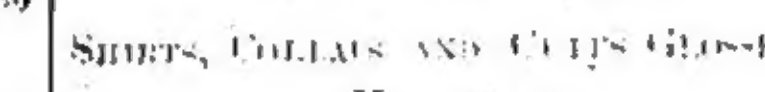
Gentlemen's (Ordinary) at a Fixed Price
of 88 per Month, per box or as per Tariff.
Ladies and Families—As per Tariff.
All Articles Washed.

SHIRTS, COLLARS AND CUFFS CROSSED BY
MACHINE.

California Washmen Employed.
No Clothes Sleeping on Premises.
Dyeing, No. 5, Lee House Street.

F. G. ALLEN, Manager.
Hongkong, August 6, 1901. 1629

THE
ROBINSON PIANO CO.,
L.D.



PIANOS

HIGH GRADE.
RIGHT PRICES.

'KIRIN.'

A Delicate

Lager.

THE CELEBRATED BEER OF
JAPAN.

QUARTS, \$2.90 per dozen.
PINTS, \$1.75 do.

W. HUTTON POTTS,
Sole Agent for Hongkong.

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THE Series of Articles entitled 'THE
BACK DOOR,' which appeared
in the CHINA MAIL, have been reprinted,
and may be obtained in Pamphlet Form.
Price \$1.

W. STUART HARRISON,
Manager.

Hongkong, August 17, 1901. 1724

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A cup of Bovril, so readily pre-
pared, is the best stimulant
that can be had—refreshing,
nourishing and strengthening.
It promotes a good sustained energy.

BOVRIL

To be obtained at all Grocers, Chemists,
Druggists, &c. throughout Hongkong, China
and Japan.

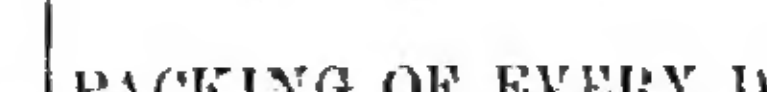
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BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.

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HAVE JUST RECEIVED
A LARGE CONSIGNMENT
OF
AMERICAN BOOTS
IN
TAN CALF, BLACK CALF, and GLACE KID,
WITH
SQUARE, MEDIUM, and POINTED TOES.
PATENT COURT SHOES
AND
SHOOTING BOOTS.
AN INSPECTION IS INVITED.

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Cutler, Palmer & Co.,
LONDON.

(Wine Shippers to China since 1815).
Have always Stocks of their well-known Brands with
SIEMSEN & CO. 1462

Hongkong, 15th July, 1901.

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NEW BOOKS, &c.

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1901 3.00
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BANGKOK (SIAM).
TEAK MERCHANTS AND SAW MILLERS.
SIEMSEN & CO.,
Sole Agents for Hongkong and South China.
Hongkong, August 1, 1901. 1588

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10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully
dispensed by a qualified CHEMIST. Special attention to FRENCH and Other
FOREIGN FORMULAE.

Commission Agents:—
LANDOLT & FLINT.
1832.

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DIGESTIVE TABLETS.

The Great Remedy for
INDIGESTION, DYSPEPSIA, FLATULENCY
AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY
QUEEN'S ROAD.

1769

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P. & O.

500AL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

360ADALBANE HIGHLAND WHISKY.

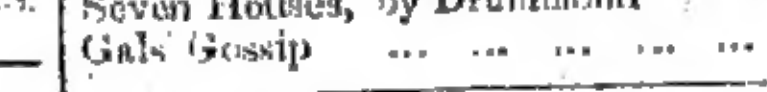
These are the finest productions of Scotland,
devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF

WHISKIES.

PURE AND MILD.

Sole Importers,
F. BLACKHEAD & Co.



Business Notices.

HOCKS, MOSELLES, -
AND CHAMPAGNES. -

The undersigned having been appointed Sole Agents of the well-known Firm
HENKELL & CO., MAINZ,
they always hold a Stock of their CELEBRATED and ABSOLUTELY PURE
HOCKS AND MOSELLES,
Niersteiner, Berncastler, Erdener Treppchen,
Oestricher, Marcobrunner, Josephshofer.

CHAMPAGNES, Henkell Trocken (Dry),

Henkell Sekt Trocken (Extra Dry)

SIEMSEN & CO. 1461

Hongkong, 15th July, 1901.

GREEN ISLAND CEMENT CO., LD.

Portland Cement.

In casks of 375 lbs net \$5 50 per cask, ex Factory.
In bags of 250 lbs net \$3 30 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

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GENERAL MANAGERS. 2635

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CHAMPAGNES:

WHITE SEAL (1893 VINTAGE).

CACHET IMPERIAL (Extra Dry, Gout American)

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

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GOODS OF ALL DESCRIPTIONS; PLATES, PAPERS AND CHEMICALS.

EASTMAN'S

KODAKS, FILMS & ACCESSORIES.

DEVELOPING & PRINTING UNDERTAKEN.

Developing Solution

FOR PLATES AND FILMS, VELOX, DIKKO AND BROMIDE PAPERS.

Gold Toning Solution

FOR P. O. P. ALL MADE READY FOR USE.

ACHEE & CO.,

17A QUEEN'S ROAD, CENTRAL. FEW DOORS EAST OF THE HANOKO HOTEL. 465

THE

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.

MONDAY, 2nd SEPTEMBER.

SALE! SALE!! SALE!!!

REMNANTS, DOLLS, TOYS.

HOSIERY, GLOVES, HATS.

FLOWERS, UMBRELLAS, MANTLES.

JACKETS, COATS, Etc., Etc.

WILLIAM POWELL, LIMITED.

R. G. HECKFORD, Manager.

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VERY OLD SCOTCH,

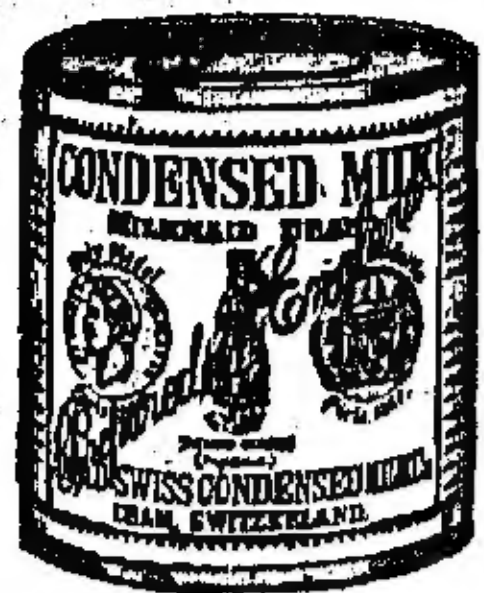
OLD VATTED WHISKY.

Is unrivalled for its Mild, Mellow Flavour. Composed
entirely from the finest products of best known Highland
Distilleries. Thoroughly matured.

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Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road.
Hongkong, August 17, 1901.

Intimations.

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BRAND
Milk
Guaranteed
Full Cream.



Largest Sale in the World.

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WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCENES AND EYE PRESERVES.
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ADMIRALTY CHARTS AND BOOKS.
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ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
80, QUEEN'S ROAD CENTRAL.

"HARLENE" FOR THE

THE VERY FINEST DRESSING.
SPECIALLY PREPARED AND DELICATELY PERFUMED.
RESTORES THE HAIR.
PROMOTES THE GROWTH.
ARRESTS THE FALL.
STRENGTHENS THE ROOTS.
REMOVES DANDRUFF.
ALLAYS ALL IRRITATION.
Full description and directions for use in 20
languages supplied with every bottle.
1s., 2s., 5d., and (3 times 2s. 6d.) 4s. 6d. per
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EDWARDS HARLENE CO., 95 & 96, HIGH HOLBORN, LONDON, ENG.

RAINIER BEER

THE BEST LIGHT BEER THAT HAS EVER
BEEN BROUGHT INTO THE COLONY.

It will be found most invigorating
at all times.

PRICE—
Per Case 6 dozen Pints, \$13.50.
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SOLE IMPORTERS:
A. S. WATSON & Co.,
Limited,
WINE & SPIRIT MERCHANTS, &c.,
HONGKONG DISPENSARY.

"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.

Manufactured by LAMBERT AND BUTLER, LTD., London, England.

TAKE
HOLLOWAY'S
PILLS

For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.

THEY ARE INVALUABLE
FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.



Anoline

Natural Toilet Preparations.

Toilet "Anoline" is a powerful disinfectant,
kills germs, and keeps the skin cool and
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"Anoline" Toilet Soap
never irritates; cleanses and keeps the skin smooth.

Wholesale: Douglas, 47, BEAUFORT STREET, LONDON.

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AT MODERATE PRICES.
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APPLY TO
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50, LINDHURST TERRACE.

SEND FOR CATALOGUES & LISTS.

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PROVISION DEALERS,
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8 and 10, D'AGUIAR STREET.

Orders promptly attended to.
Retail Price Lists may be had on applica-
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THE CHINA AND JAPAN
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CO., LTD.

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OPEN DAY AND NIGHT.

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EXCHANGE LINES.
\$80 Per Annum.

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NO CHARGE FOR INSTALLATION.

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DESCRIPTION IN STOCK,
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INSTALLATIONS
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Estimates given for all kinds of Elec-
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Hongkong, December 12, 1900. 140

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PRICE: 30 Cents the Set.
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A SERIES OF ARTICLES
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To be had at the Office of "THE PAPER."
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Sole Charge of Indian and Colonial Pupils.
Preparation for all Examinations.
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CONSULTING ENGINEER, SUR-
VEYOR AND CONTRACTOR.

PLANS and Specifications Supplied for
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Marine Work a Speciality; Designs pre-
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TELEPHONE, 222.
Hongkong, July 2, 1901. 1370

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Consulting Mechanical Engineers
and Surveyors,
CONTRACTORS FOR THE SUPPLY OF ALL
KINDS OF MACHINERY AND
APPLIANCES.

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SOLE AGENTS FOR MESSRS. J. and E. HALL'S
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prepared to supply Estimates, Plans and
Specifications for all sizes of Machines.
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DONALD MACDONALD.
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THE NEW BALLOON.

Another Trip in Paris.

The Paris correspondent of *The Standard* wrote on the 13th July:—M. Santos Dumont, the young aeronaut who has invented a navigable balloon, yesterday made a further series of experiments with his air ship. After a successful ascent from his workshop at Saint Cloud, he doubled the Eiffel Tower; but, upon returning to near the starting-point, a slight mishap occurred to his motor. This not only prevented him from making a good landing at the spot from where he had started, but it caused him to exceed the time limit of half an hour which has been fixed by M. Deutsch de la Meurthe, who has offered a prize of one hundred thousand francs to the person who shall accomplish within that period the journey from Saint Cloud round the Eiffel Tower and back again in an air ship of his own invention.

The climatic conditions yesterday morning were hardly so favourable for the experiments as those of Friday. During the night the sky had been overcast, and M. Santos Dumont made no secret of the fact that, if there was anything like a breeze, he should not attempt the ascent. Apart from the effect a breeze might have on the long cylindrical-shaped balloon, M. Santos Dumont declared that he was not yet thoroughly accustomed to working the somewhat intricate mechanism of his air ship. He had christened it "The Santos Dumont the Fifth," because it was the fifth aerostat that he had constructed. It differed considerably from its predecessors, and M. Dumont declared that several ascents were necessary before he could get thoroughly accustomed to it. At six o'clock yesterday morning the sky cleared, under the influence of a slight Westerly wind. Those who had gathered at this hour at the *Pavé d'Arrestation* of the *Zéro Club* at Saint Cloud, where M. Dumont had built his ship, were not without misgivings as to the effect this wind might have. But M. Santos Dumont declared that it amounted to nothing, and the air ship was got out of its shed, its motor and rudder tried, and the final preparations for the ascent made. Quite a number of Parisian sportsmen and aeronauts had, with the Technical Committee of the *Zéro Club*, come out to see the latest aerial invention; and Count

Henry de la Vaulx, who holds the long-distance ballooning record, and M. Henry Deutsch, the giver of the prize, and another aerostatic enthusiast, were eagerly plying with questions concerning the build and the motive power of the Santos Dumont V.

The air ship consists of a cylinder of silk, terminated by two cones. Its length from tip to tip is thirty-four metres, and it gauges five hundred and fifty cubic metres. To give the balloon a certain rigidity or stiffness, and allow it to cut through the air, it contains inside a small balloon or ballonet, which is fed with air by a rotary aluminium ventilator. The volume of this ballonet can be varied according to the altitude, so that the silk envelope of the balloon is maintained or inflated. The balloon carries a sort of framework, divided into triangular sections. This is eighteen metres in length, and is formed of pinewood, strengthened by aluminium joints, and bound together, to give it extra solidity, with piano wire. Seven metres from what may be termed the stern of this framework, in the centre of the triangular section, is suspended, by means of more piano wire, the petroleum motor and its accessories. The motor is a four-cylindrical one, developing sixteen-horse power. The screw, which it propels at the rate of two hundred revolutions per minute, has two blades. These measure four metres from edge to edge, and the screw itself is coupled to the motor by a hollow shaft and the usual speed gear. A little further aft, and above the propeller, is the rudder, which is made of silk, stretched over a triangular frame. It is attached to one of the suspension cords, and is worked by a series of ropes by the aeronaut, who is seated in a little basketwork, which is placed seven metres from the bow end of the ship. This car, in addition, contains the arrangements for lighting the motor, for turning the power on to the screw, for moving the guide rope from bow to stern, in order to secure an ascension or descending movement, for working the rudder, and generally to control the ship.

It was just half past six o'clock when M. Santos Dumont, in a straw hat and flannel shirt, but minus a coat, shook hands with his friends, and took his

seat in this narrow car. The air ship's bows did not even point in the direction of the Eiffel Tower, as the aeronaut cried, "Laches tout, or Let go all"; but it rose horizontally and with perfect equilibrium. At twenty metres distance from the ground the aeronaut pointed the ship's nose into the air by changing the place of the guide rope, and, describing an upward spiral movement, the balloon started off in the direction of the Eiffel Tower. The departure was made with such ease that the spectators cheered loudly, and at once made for convenient spots from which to watch its progress. The balloon continued its course, and finally became lost in the morning mist. Then ensued an anxious wait. Some people prophesied disaster, and declared that M. Dumont would, as on a previous occasion, come back; but with the silk of his balloon in a Gladstone bag. This, however, was not to be, for within half an hour the air ship reappeared, making its course for the park. Just before it reached the goal the propeller was seen to suddenly stop. Cries of "He is lost!" were raised, as the wind at once commenced to carry the balloon away. But the screw was again seen to be turning, and the air ship once more crossed the Seine, and hovered above the spot where it should alight. Then it stopped again, and this time it drove over towards the Longchamps Race-course, finally descending on the top of some chestnut trees in the domain of Baron Edmond de Rothschild.

A ladder was brought, and M. Dumont rescued from his position between earth and sky. He then explained that his motor had failed just at the last minute, owing to a faulty sparking plug. Seeing that the wind was carrying the air ship away, he rent the silk

so as to descend immediately. He added that he had successfully rounded the Eiffel Tower, passing some thirty metres distant from it between the second and third platforms. Though he had not been quite successful, M. Dumont said he hoped he should be more so on his next ascent. The time occupied upon the journey, that is to say, until the balloon appeared above the descending point the first time, was forty minutes. The balloon remained suspended to the top of the trees, and it had to be almost dismantled to bring it to the ground.

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Irishman. His entry was:—"I am glad to be in a land where every boy is born a gentleman." In a little inn in the north of Scotland I once came across an entry which must surely have been written by a southerner whose head, only accustomed to the mildly-stimulating effects of bottled beer, was unable to stand the 'matchkins' of Highland whisky of which he had evidently participated during his visit. I fear that his contribution smacks strongly of literal 'swelled head,' as it read as follows:—"Fools may stand in slippery places; but don't drink the whisky there if there's ice on the ground." In a boarding-house in the Isle of Man at which I once sojourned, a couple of visitors were evidently far from pleased at the prevalence of 'visitors' who were not exactly paying guests. One of the visitors—the human ones, of course—had written:—"O, the fleas! the frivolous fleas! They delight just to smite and to bite at these ease; The ten plagues of Egypt were nothing to these— Fearless and fat filibustering fleas! This particular boarding-house in its earlier days can hardly have been an attractive resort, as the above entry was followed by another rather severe criticism, which read:—"You talk about fleas—but what price the cockroaches! They come on Shanks's pony, on cycles, in coaches; They come in battalions, swarming like bees— And yet you've the cheek to complain about fleas!" The surroundings must have been equally distasteful to the *ex-visit* customer of a Staffordshire hotel, who flippantly wrote:—"I came; I saw; I—hooked it! But the landlord somewhat wetblanketed the flippancy by adding:—"Yes, and without paying his bill, too." In a Yorkshire village inn I once encountered a specimen of caustic wit at the landlady's expense that was not entirely undeserved. The name of the inn was 'The George' and 'Dragon,' and the cynical guest had written:—"Yes, I know the landlord's name is George—but why does the landlady give herself away?" If Mrs.

'George' ever read that extract I fear her language was more forcible than polite. Possibly, indeed, it was something like that anticipated by a visitor to another hotel not far away, who expressed himself thus:—"The weather has been very cold during our visit here, but the hotel charges have been fairly warm, and I fancy that the landlord's language will, when he reads this, be warmer still." Curiously enough, I have tumbled across most of these 'opinions' in small hotels in out-of-the-way villages, and in middle class boarding houses, where the not too-wealthy tourist tries himself in the summer months. Yet it was—in a very swell boarding house—that a gentleman, signing himself 'B. P.', wrote:—"The boarding here is good, but the beds are—well so hard that it's sometimes difficult to know which is the boarding and which is the bed." To this the landlord had added the underlined grunt:—"Humph! I lie on them myself." The landlord had better have taken the joke in good part and laughed at it, as the very next visitor taps the landlord's note with the crushing retort:—"My yes; but you can lie anywhere." In another 'hotel at which I stayed the cheese had evidently been as odorous as the medicinal waters for which the resort was famous, for a patron (on his honeymoon probably) had burst into rhyme:—"Come into the garden, Maud, Till that gorgonzola's flown; And if I'm to kiss you again, Maud, For heaven's sake let it alone! It is to be hoped that Maud obeyed the summons before the cheese had time to chase her.

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A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

China Mail.

Read by all Classes in the Colony, and undoubtedly the POPULAR & LEADING PAPER.

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Done with Neatness and Despatch At Moderate Prices.

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Under European Supervision

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DEWAR'S

FAMOUS

PERTH

WHISKIES

As Supplied to HIS MAJESTY

KING EDWARD VII., under

ROYAL WARRANT.

SOLE AGENTS:

H. PRICE & CO.

14, Queen's Road.

MEMOS. FOR TO-MORROW.

Miscellaneous.

Goods per *Scandi Maru* not cleared after this date subject to rent.Goods per *Paromatta* not cleared at 4 p.m. subject to rent.Goods per *Chun* undelivered after this date subject to rent.

General Memoranda.

SUNDAY, August 23:—

Goods per *Nippon* not cleared at 4 p.m. subject to rent.Goods per *Glendy* undelivered after this date subject to rent.

Monday, August 26:—

Goods per *Siam* undelivered before noon, subject to rent.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn

to the latest Hours for receiving

Advertisements and Corrections to Adver-

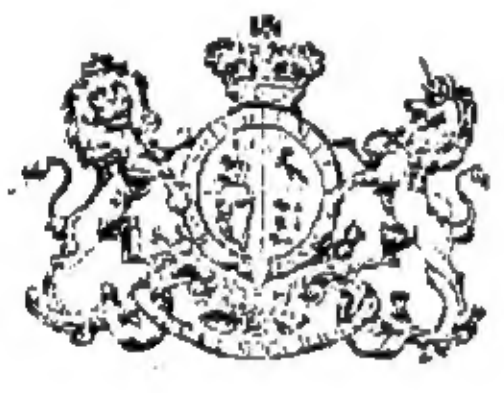
tisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New

Advertisements should be sent in before 3 p.m.

BAIN & REID.

CHINA MAIL Office, Dec. 1900.



A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S

Celebrated

E BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to be the

BEST BRAND in the FAR EAST.

Per Dozen ... \$15.00.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

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BIRTH.

On the 15th August, at No. 3, Quai de France, Shanghai, the Wife of BRENNARD BIRCHMANN, of a Son.

DEATHS.

At the Shanghai General Hospital, on the 13th August, LEO CART AUGUST VOX VAURENORPE, a native of Zabitz, Germany, and late of I.M. Customs, Ningpo; aged 41 years.

At Ningpo, on the 11th August, GUSTAV KULZAU; aged 13 years.

The publication of this issue commenced at 5.40 p.m.

The China Mail.

HONGKONG, WEDNESDAY, AUGUST 21, 1901.

THE subject of commercial cables is receiving much more attention in commercial circles than was the case a few years ago. High cable tariffs, it is contended, form an excessive burden upon trade, and this view of the question is becoming more general on account of the keener competition in trade and the tendency to reduce profits. Hongkong has felt this as keenly as any commercial centre in the world, and the records of the Chamber of Commerce bear evidence of the efforts of the Hongkong merchants to lighten their burden and to minimise the stultifying effects of the monopoly of the cable companies. By themselves the members of the Chamber of Commerce are not able to emancipate themselves; but in conjunction with the Associated Chambers of Commerce they may be able, in time, to take a prominent part in one of the most remarkable developments of the new century. The outlook is brighter for the Colony in this respect than ever it was before.

The new Pacific cable will benefit Canada and the Australasian Colonies primarily; but there is reason to hope that Hongkong will share ultimately in the benefits. Then, again, the American Government is going to lay a state-owned cable from the west coast of the American Continent to the Philippine Islands. To make such a cable profitable it is almost essential that it should connect with China and Japan, and, therefore, with Hongkong. If at present there are any obstacles to the entry of the American cable into the Colony, a point on which considerable dubiety exists, it is not too much to hope that the Colonial authorities will introduce such changes as will allow the mercantile classes to take advantage of the most favourable telegraphic facilities offered to them.

Some of the larger Colonies are not content with competitive cable lines. During recent years there has originated an agitation in favour of State-owned cables, and this movement is gathering strength. Canada has been strongly identified with this agitation, and we have before us a circular letter addressed to various bodies representing trade and commerce throughout the British Empire by the Board of Trade of the City of Ottawa. Attached to the letter are magazine articles, letters and resolutions bearing on the subject, all tending to show the advantage to the Empire as well as to the mercantile communities of a State-owned system of cable communication. The promoters of the movement have two main objects—first, to bind the Empire by a bond of Imperial unity of inestimable value; and, secondly, to foster trade and stimulate commercial activity. What we may call the sentimental object will doubtless be achieved if cable rates can only be reduced sufficiently to accomplish the second and more practical object. The circular letter says:—

More than a year ago the scheme of world encircling telegraphs was earnestly considered by this Board, and resolutions were then passed pointing out the necessity for establishing the Pacific Cable as the initial link in such a system of State-owned Cables. It is a matter of great gratification to the Board to know that the Pacific Cable is now being established, under a joint agreement between the Home Government and the Governments of Canada, New South Wales, Victoria, Queensland and New Zealand, and that there is every prospect of Canada being connected with the United Kingdom at an early date by a State-owned trans-Atlantic Cable. With these works completed, and the Canadian land lines nationalized, the whole distance from England to the shores of the Indian Ocean, say at Perth, the capital of Western Australia, will be covered by a series of Cables and land telegraphs under State control. Perth is near the 118th meridian east, while it is 244 degrees of longitude westerly from London. Reckoning by meridians of longitude, therefore, two-thirds of the Globe will be girdled by a State-owned telegraph service, so soon as the Pacific cable and Canadian lines associated therewith are established as national works. The necessity for connecting India and other British possessions in Asia with the Imperial system of telegraphs must

however be recognized. On reference to the papers appended it will be found that the Imperial scheme of cables to traverse the Indian and Atlantic oceans between Perth and London, embraces the following works, viz:—

1 Cable from Western Australia via Coles Island and Mauritius to South Africa, with branches to India and Singapore—9,100 miles.

2 Cable from South Africa via Ascension and Barbadoes to Bermuda, thence to Canada and the United Kingdom—6,600 miles.

These two sections together make 15,700 nautical miles, while the distance from London to Perth by the Canadian route is about the same, the actual distance, being a few hundred miles less. Thus it will be seen that taking into account branch cables to connect all the British possessions, half the whole work is already or will shortly be accomplished. Since the projected Imperial Cable service was formally submitted to the Secretary of State for the Colonies in 1898, certain telegraph companies have been permitted to lay private cables on the sections east and west of South Africa; it may however be assumed that in a matter which has been correctly described as of transcendent importance to the British people everywhere, care has been taken by those acting for the State to reserve the right to expropriate these cables, whenever in the public interests they may be required.

It is satisfactory to see that India and His Majesty's other possessions in Asia are included in the scope of the Ottawa Board's scheme, and though Hongkong is more likely to be tapped first by the American cable it is highly desirable that the local Chamber should give the Ottawa scheme whatever encouragement is possible by pledging itself to support the State-owned cable movement and by promising to exert whatever influence it can locally to promote the object in view.

While on the subject of State-owned cables, we might direct attention to the article on "Imperial Telegraphic Routes" in *The Empire Review* of March last. The article is written by Lieutenant Carlton Bellairs, R.N. (who was stationed for a time in Hongkong). Lieutenant Bellairs objects to the cry for All-India cables, and he points out what he considers to be rank fallacies in connection with the Pacific cable to join Canada to Australia. It is a thoughtful article, and though some of his opinions are likely to be unpalatable to those who have carried this cable agitation to fruition there are others that might be accepted as trite commercial truisms. Here are a few of them:—

"Commerce demands that calling should follow commercial routes and offer alternative lines in the event of a breakdown. Commerce also demands that cabling should be cheap and rapid. Practically every commercial transaction, however small the margin of profit, begins and ends with a telegram; hence the necessity for cheapness. Owing to differences of longitude, the important work all comes within certain hours; hence the necessity for rapidity in working off the telegrams. Working as our commerce now does with small margins of profit during a new era of acute industrial conflict, while militarism is exacting its heaviest burden from industry, what folly it is to wilfully choose a route which makes cabling expensive, and brings its speed down from twenty-three words to twelve words a minute! Is not this a policy which tempts rivals into the field? (He advocates going from Canada to Honolulu and then on to Australia and New Zealand instead of going to Fanning Island.) We are not qualified to discuss the strategical points raised by Lieutenant Bellairs, but regarding his arguments from the purely commercial point of view he seems to have reason on his side. His article is merely mentioned as bearing upon a subject in which Hongkong is vitally interested, and it ought to be read and weighed carefully by anyone who has given the cable question any study.

Sudden Death of British Officer.

A Kobe telegram dated 15th inst. reports:—Captain H. J. PARRY, of the 3rd Bombay Cavalry, died in his bed at four o'clock this morning at Maruyama, Osaka, Kioto.

The Siberian Dogs.

The Siberian dogs for the German South Polar Expedition, which have recently been quarantined at Mr Kennedy's Horse Repository, were yesterday shipped for Sydney by the German s.s. *Neu-Island*. At Sydney, they will join the members of the Antarctic expedition on their voyage of scientific research and discovery.

A Well Merited Sentence.

Yesterday Mr Hazeld passed the full penalty (a fine of \$100, with the alternative of two months' imprisonment with hard labour) on Cha Chan, contractor, No. 10, Queen's Road, for commencing alterations and additions to a building on Marine Lot 68 without having obtained the necessary permit. Mr Crisp, Inspector of Buildings, prosecuted.

LOCAL AND GENERAL.

Notes by the Way.

The French Mail of the 15th July, and the English Mail of the 20th July were delivered in London on the 19th Aug.

Mrs Gale, who has acted as Librarian to the Shanghai Library for twenty-five years, has been presented with a cheque for \$734 from a number of the members.

A severe shock of earthquake took place at Darjeeling on the 6th inst., at four o'clock, lasting a few seconds, the movement being from south to north.

The hospital ship *Gladwin* has now been dismantled of her hospital fittings and under her former name, the *Zhuangda*, will shortly sail with coolies to Mauritius.

The yield of direct taxation in France for June shows a decrease of 14,992,200 francs, as compared with the Budget estimates, while it is 27,345,800 francs below the amount collected in June, 1900.

An Indian and a Chinaman attacked and robbed a Chinese money-changer on the way to Kowloon City on Monday. After beating him, the Indian threw him into the water. No arrests have yet been made.

Major-General Richardson took part in a cricket match at Shanghai on the 14th inst., Army v. H.M.S. *Albatross*. He scored 8 and 6, and also captured some wickets. The Army declared, and were beaten, Phillips scoring 64 for the sailors, including three sixes and several fours.

The Kunlun-Ferry Railway.

Writing of the probable results on the Kunlun railway of Lord Curzon's visit to Lashio, the *Pioneer* thinks the railway may become a local line for the Shan States instead of the pretensions project for opening up Yunnan and Szechuan, stopping at Mongtong, twenty miles beyond Lashio. If this idea is carried out, the expenditure allotted to the Kunlun scheme might be usefully expended elsewhere in Upper Burma, as for example in the Hukong valley scheme for uniting the Burma railways with the Assam line. If this were constructed and the proposed Ghaubai-Dhubri line made, there would be through communication between Upper Burma and the most populous parts of India.

A Lesson to Insolent Natives.

It is subject of general comment that the Chinese in Hongkong are growing more and more insolent in their relations with Europeans. We mean, of course, the Chinese of a lower order; for, on the other hand, the relations between the better-class Chinese and the Europeans have always been most cordial and generally above reproach. But the insolence in the street is most marked, and one has only to take a walk along Queen's Road or a richa side to see how the Chinese give way before a well-to-do Chinaman but obstruct the road if it is only a European. To shoo an obstructer is, technically, to assault him, and may entail a visit to the Magistracy and a salutary fine. We are pleased to see that in India a Judge of the High Court has had the courage to reprove an insolent native, and we can only hope that similar good sense will spread eastward to Hongkong.

The following is the text of a telegram from Allahabad dated 8th August:—In delivering judgment on Wednesday in the Allahabad High Court on appeal by Major Cartwright in the case noticed some time ago, Mr Justice Knox made some remarks which he hoped would be taken in the spirit in which they were spoken in the quarter for which they are intended. The question was whether Major Cartwright in pushing back a native servant, who was endeavouring to force his way into a first-class railway carriage had been guilty of technical assault. The Joint Magistrate at Benares while expressing the opinion that the case ought never to have come into Court held that he had, and fined Major Cartwright Rs. 10. Mr Justice Knox has now reversed this conviction, and declared the charge to be "frivolous and vexatious."

"We have a young Chinaman," remarked the learned judge, "bursting with zeal, without any training or manners and probably without a knowledge of what is due from servants to masters, forcing his way into a carriage past his master who was trying to get out. In so doing he finds himself pushed back on to the platform, and very properly pushed back. Twenty years ago in India and to the present day in any civilised country, servants would stand by while the master, whoever that master might be, made his way past. An Indian gentleman alighting from a carriage would be more surprised if any servant, still more a servant of a caste like the appellant, were to insist on forcing his way in and pushing him back into the carriage."

CURIO:—And what is this picture supposed to represent? Artist:—I really don't know now, its such a long time since I painted it.

"What do you think of that whisky I asked the host? Well, said the guest, smacking his lips as he laid down his glass, 'it reminds me of a good story.' 'Let's have it.' 'Oh, you misunderstand me, I merely wish to imply that it's worth repeating.'

LOCAL AND GENERAL.

Tariff Revision.

It is stated as very probable that the Tariff Revision Commission will sit in Shanghai where all the necessary information will be readily available.

Education at Shanghai.

It is reported that certain Chinese merchants and gentry at Shanghai have subscribed and collected the sum of \$12,755 for a Municipal Public School for Chinese. The money will be handed over to the Shanghai Municipal Council.

The Collision Disaster.

The bodies of three more of the victims of the disaster in the Harbour on Saturday evening have been recovered by the Police, bringing the total up to five. There are still three missing. No inquiry as to the cause of the collision has yet been directed.

The Cochrane Street Collapse Inquiry.

It has been directed that an inquiry shall be opened as to the Cochrane Street disaster on Friday morning at ten o'clock. The inquiry will take place at the Magistracy before Mr Hazeld, and many witnesses, including the landlords of property in the locality and Mr Tooker, of the Public Works Department, have been summoned. Mr Tooker is not yet out of Hospital, but is expected to be out by Friday.

Water Polo.

The V. R. C. 'C' team will play V. R. C. 'A' team in the semi-final of the Hongkong Water Polo Challenge Shield Competition to-morrow at V. R. C. Kowloon, at 5.45 p.m. sharp. Ladies are cordially invited by the Committee. The following are the teams:—V. R. C. 'C' team (White caps)—Gaul, F. D. Bain; Backs, R. Lapsley, C. E. A. Hanco; Half-back, Frank Jorgo; Forwards, A. Humphreys, A. E. Alves (Capt.), N. Alves, V. R. C. 'A' team (Red Caps)—Gaul, A. J. Mackie; Backs, A. Laurier, H. A. Lamont; Half-back, A. A. Alves (Capt.); Forwards, H. S. Kennett, F. K. Tata, O. M. Alves. Referee—Cpl Morris, R.A.; Timekeeper—F. W. White.

Promotion to Mr S. F. Mayers.

Much regret will be felt by everyone, Chinese included (says the *N. O. Daily News*), on learning that Mr S. F. Mayers, of the British Consular Service, is about to leave Shanghai. Mr Mayers has proved a most able and impartial Assessor at that most trying of tribunals, the Mixed Court, and has earned the lasting gratitude of all residents in the Settlement who have had anything to do with that Court. The improvements effected in the present Mixed Court are mainly due to the excellent suggestions made by him to the Magistrate. Mr Mayers leaves here about the first week in September to take up the post of Assistant Chinese Secretary to the British Legation at Peking, a post which, with his knowledge of Chinese, he is thoroughly qualified to fill. The pleasure which he undoubtedly feels at this well-deserved promotion must somewhat lessen the regret felt by his numerous friends at hearing the news of his departure. Mr Campbell is to succeed Mr H. O. B. Cockburn as Chinese Secretary.

Pulling Down the Old Flag.

A Vancouver exchange says:—Captain M. Thwing of the steamer *John S. Kimball*, who arrived from Nome, Alaska, at San Francisco on Saturday, brought the details of another instance of lowering the British flag in Alaska. It occurred at Unalakleet July 4. There were a number of vessels in port, among them being the British steamer *Glenora* and the United States gunboat *Concord*. In honor of Independence Day the British flew the Union Jack and had up some other bunting, while the *Concord* dressed ship. When United States Commissioner Whipple saw the British flag waving in a United States port he got very angry, and, going aboard the *Glenora*, ordered the captain to haul it down. The captain refused, and then the commissioner ordered Deputy United States Marshal Sullivan to arrest the audacious Britisher, and then haul down the flag himself. Rather than go to jail the captain hauled down the flag, but as soon as General Whipple was gone he jumped into the steamer's dingy and was pulled out to the *Concord*. The British captain was not five minutes aboard the gunboat when a boat was manned, and with an officer in the stern put away from the gunboat for the *Glenora*. As soon as the steamer was reached the officer and two of the men went aboard, and in a few minutes the flag hauled down because of Whipple's threats was at the masthead again. The *Concord* ran the British flag up at her fore and began firing a national salute. In this way, Capt. Knox did everything in his power to make amends for the blunder, and there will be no international difficulties in consequence.

A CURE FOR CHOLERA INFANTUM.

LAST May, says Mrs. Curtis Baker, of Rockwater, O., U. S. A., "an infant child of our neighbor's was suffering from cholera infantum. The doctor had given up all hopes of recovery. I took a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy to the house, telling them I felt sure it would do good if used according to directions. In two days the child had fully recovered, and is now a healthy, vigorous, happy child. I have recommended this Remedy frequently and have never known it to fail in any single instance." For sale by A. Delow, Watson's Ltd., General Agents.

LOCAL AND GENERAL.

The Plague.

During the past twenty-four hours, no cases of plague were reported to the Sanitary Board.

Conservancy of the Whangpoo.

The *N. O. Daily News* says:—We learn with much pleasure that the interview between the Viceroy at Nanking and the Consuls with reference to the Conservancy of the Whangpoo, were satisfactory, the Viceroy falling in with the principle of the scheme, of whose ultimate execution there is little doubt.

Lady Blake.

The Hongkong correspondent of the *N. O. Daily News* writes:—Lady and Miss Blake left Hongkong on the 7th inst. by the S. S. *Empress of China* for a trip home to Youghal, Ireland. I understand Sir H. A. Blake has become the owner of Youghal, which formerly belonged to Sir J. Pope Hennessy and that H. E. is sparing no pains to beautify and adorn it ready for his reception when he retires from Hongkong. It is, I believe, the intention of Lady Blake to return here at the end of this year or the commencement of next. A large number of her Chinese admirers and friends—Lady Blake is very popular with the Chinese—were present to bid her good-bye.

Shipbuilding Returns.

The returns compiled by Lloyd's register of shipping for the quarter ended June 30, 1901, show that the following vessels are under construction:—413 steam and 28 sail, with a gross tonnage of 1,237,813 and 12,361 respectively, making a total of 441 vessels, with a tonnage of 1,300,179. This shows a decrease in numbers, but an increase in tonnage, compared with the similar quarter of 1900, when the figures were:—Steam, 473 vessels, with a tonnage of 1,250,838; sail, 26 vessels, with a tonnage of 14,475—total, 499 vessels; tonnage, 1,265,313. These figures do not include warships. There are 46 British warships under construction in the United Kingdom, with a total displacement of 381,730 tons, and 10 foreign, with a displacement of 21,495 tons. Of the 46 British warships mentioned, 18 are being constructed at the Royal dockyards and 28 at private yards.

The Plague in Calcutta.

In his report on the last outbreak of plague in Calcutta from February to May, Major Deane, Special Health Officer, refers to the work of disinfection as carried out both prior to and during the epidemic and the numerous difficulties which had to be contended with. These operations were not satisfactory because it was impossible to get the work done thoroughly owing to the crowded state of the rooms that had to be disinfected and the objections of people, principally Mahomedans, who refused to raise their mats and carpets. In the case of such foul spots which it is impossible to effectually disinfect, he thinks the only thing to be done is to destroy them. A start in this direction is now being made; two entire streets being cleared away but the owners are being paid compensation. Regarding evacuation and isolation Major Deane says the former in a large town has long passed out of the range of useful discussion, while in respect to the latter as the people will not allow the removal of the sick to isolation hospitals there is no use discussing it. Plague, he maintains, is a disease only slightly, if at all directly, contagious. A plague-infected room can be rendered safe for immediate occupation by disinfection but this will not prevent the recurrence probably twelve months afterwards. Rats have practically no concern in the spread of plague. Only one cooly engaged in disinfection work contracted plague and died.

Wanted!—Sanitary Inspectors.

The following appears in a Home paper, and speaks for itself:—Hongkong Sanitary Inspectors required for the Government of Hongkong. Candidates must possess the certificate of the Sanitary Institute of Great Britain, or other equivalent qualification. Engagement will be for three years with possible extension. Salary, \$1,800 per annum, rising to \$2,040 by two annual increments of \$120 with exchange compensation allowance, making half the salary up to a sterling value of three shillings to the dollar. At the present rate of exchange this commencing salary is equivalent to about £225. A rent allowance of \$300 per annum and all out of pocket expenses will also be granted. Half salary during passage out and home. Full salary from date of arrival in the Colony. Free second-class passage out and home on satisfactory completion of engagement. Selected candidates will be required to undergo a strict medical examination as to fitness to serve in a tropical climate before appointment. Applications, stating age and experience, and whether married or single, and accompanied by copies of testimonials (not originals), together with the names and addresses of references of whom inquiries can be made as to qualification and personal character, will be received by the Crown Agents for the Colonies, Downing Street, London, S.W., up to the 22nd June, 1901. Further particulars respecting the above appointments can be obtained on application to the Consulting Engineer, Oversea District, Esq., C.E., C.M.G., Carteret Street, Westminster, London, S.W.

A Pot of LEMCO in the house has saved off many Unhappy Lemnos. A genuine Liebig Company's Extract.

LATE TELEGRAMS.

The Late Empress Frederick.
London, August 5.—The end of the Empress Frederick was quiet and she was conscious to the last.

The Emperor William and the whole family were present, except Prince Henry who had gone to Cadiz to meet the Chatham Squadron.

The King is still at Cowes and proceeds to London to-morrow and to Germany Wednesday.

The Chairman said—Gentlemen, with your permission, I will dispense with the reading of the Report. The profits for the past half year have more than fulfilled our expectations and we are able, after providing liberally for depreciation and repairs, and after adding a substantial sum to Reserve, to recommend a dividend of 12 per cent., which we hope will afford

you satisfaction, and, should you approve our recommendations, the Reserve Fund will then stand at \$90,000. Besides this, however, a very substantial sum is represented by 12,124 feet of land on the Reclamation, which, though standing in

the books at \$21,000 odd, is, we consider, worth \$20 a foot or \$240,000 and, at this valuation, although it does not appear so in the Accounts, you actually have a Reserve of over \$300,000, which, on a capital indebtedness of \$825,000, means

that your finances are in a thoroughly sound and healthy condition. The question of utilising this land has occupied the attention of your Board for some time past, and we intend shortly to submit definite proposals concerning it, which, while not involving a large outlay, will

There were no questions, and the Chairman proposed the adoption of the Report and Resolutions recommended.

Mr Cnicksbank said—Mr Chairman and gentlemen, I have much pleasure in seconding the proposal that the Report and Accounts for the half year be passed. I think we ought to congratulate the directors on the satisfactory result of the working of the Company for the half year.

The motion was carried unanimously.
Mr Ho Fook proposed the re-election of
Mr R. C. Wilcox to the Board of Directors.
Mr Kadoorie seconded.
Carried unanimously.
The Chairman:—The next business is
the question of auditors for the ensuing

Mr. Davis—Is Mr Gaskell eligible for re-election? I understand he is a director of another hotel company here.

The Chairman—We took the precaution of asking Mr Gaskell, seeing that his name had been mentioned as a probable director of the new hotel at Craigieburn, whether he

Mr DAVIS—I certainly think, as Mr Gaskell is a director of another company that he should no longer be auditor of our accounts. He would be in a position to get information and apply it for the benefit of

The Chairman—Mr Gaskell suggested that it was an open question whether the Craigiburn Hotel Company would be started. However, this is a matter not for

the Directors but for the shareholders, and the Directors leave it in the hands of the shareholders to say whether Mr Gaske is to be reappointed or not. I think it would be better if you consult together for a few minutes and let us know what your wishes are and put them to the meeting.

After consulting with the other shareholders present, Mr Davis said—If I am in order, I beg to propose that Mr Fallator Henderson be elected an auditor if he will act, and that Mr W. H. Petts be re-elected an auditor.

Mr Cruickshank seconded.

Carried unanimously.

The Chairman—Gentlemen, that is all the business. Thank you for your attendance. Dividend warrants will be ready to-morrow morning if you will kindly apply for them.

CHINA AND THE POWERS.

The New Protocol.

London, August 6. — The Ministers of Peking had arranged to sign the protocol to-day but Sir Ernest Satow last evening notified to his colleagues that England was unable to sign it. The reasons are not stated.

Lord Lansdowne, in the House of Lords, said he regarded the Anglo-German agreement as very valuable so far as it went. Germany had indicated that her influence did not extend to Manchuria, but Tientsin and Niuchwang were open ports. The Russian military have evacuated the goods yards at Tientsin station.

Regarding the Yangtze valley he said Great Britain was unable to claim that was denied equal opportunities for commerce. There had been a renewal of orders in Manchuria and therefore it was not unreasonable that Russia should remain there. No effort, he said, would be wanting to deal with outstanding matters.

August 7.—Lord Lansdowne in his speech last night said in addition to the negotiations on Article 11 of the Joint Note regarding the commercial facilities might possibly be transferred to a more convenient place than Peking by a co-

Simla, August 6.—The Government of India have decided to allow families of officers and the departmental subordinates who are in China for the winter in any case where it may be desired to proceed to Pekin, Tientsin, Tongshan, Shanhaikwan, a

Shanghai. They will be granted "entitled" passages in transports going to China provided accommodation is available.

WENT TO VISIT HIS SISTER.

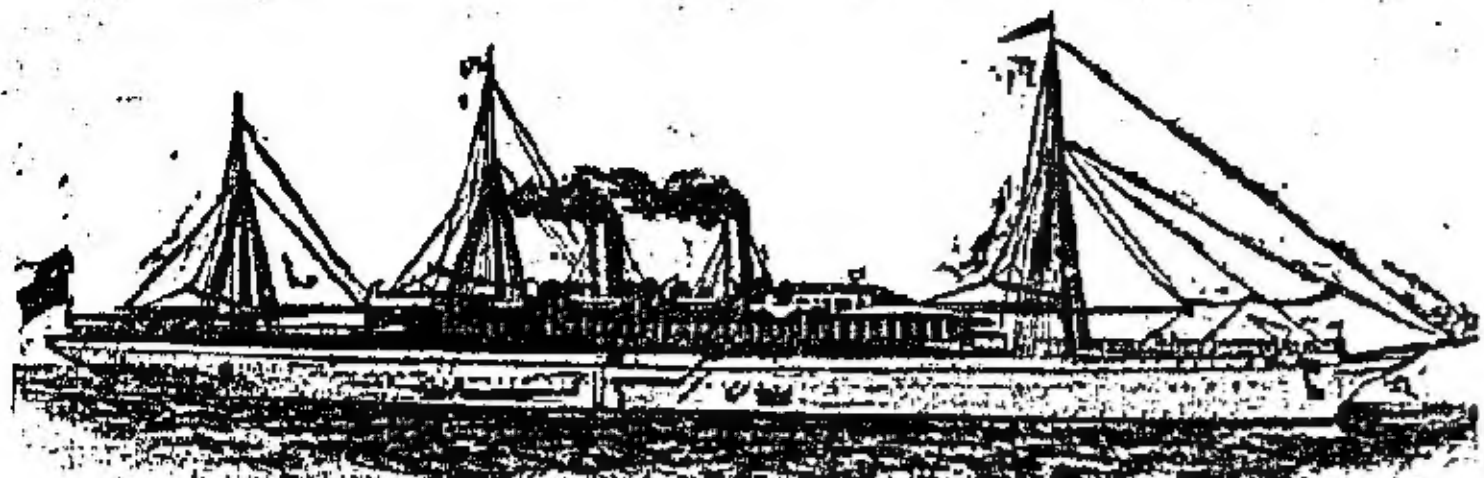
J. Cottingham went to Washington, D. C., to see his sister.

A. Co., Ark., U.S.A., writes as follows:
and while there was taken with it
(dysentery) and was very bad off.
I decided to try Chamberlain's Colic, Cholera
and Diarrhoea Remedy and was so im-
pressed with the prompt cure which
effected, that he wrote the manufacturer
letter in praise of their medicine.

Cottingham resides at Lancaster, Pa.
U.S.A. For sale by All Dealers, WATKINS
Limited, General Agents.

LAUNBERG, Brian Burke, Capt. J. C.
McDougall, — A. G. Morris.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Having 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPRESS OF INDIA, Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 28th Aug. 1901
*ATHLETIC, 3882 Tons, Comdr. H. HOWATT, R.N.R. WEDNESDAY, 31st Sept. 1901
*EMPEROR OF JAPAN, Comdr. H. PETER, R.N.R. WEDNESDAY, 25th Sept. 1901
*EMPEROR OF CHINA, Comdr. R. ARCHBOLD, R.N.R. WEDNESDAY, 23rd Oct. 1901
*TARTAR 4425 Tons, Comdr. E. REITHMAN, R.N.R. WEDNESDAY, 29th Oct. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, and the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

* Special Extra Service.

The Company's Extra Steamships "ATHLETIC" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHLETIC" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

Hongkong, August 18, 1901.

D. E. DRUMMOND, General Agent,
PRINCE STREET.

1112

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SINGAPORE TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIATTSCHOU (HAMBURG-AMERIKA LINE)	WEDNESDAY, 13th November.
BYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January.
PREUSSEN	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 19th February.
SACHSEN	WEDNESDAY, 5th March.

ON THURSDAY, the 22nd day of August, 1901, at Noon, the Steamship KONIG ALBERT of the Norddeutscher Lloyd, Captain G. POLAR, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at SINGAPORE and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 20th August. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 21st August. Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 21st August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS.	TO
FOOCHOW, NINGPO & SHANGHAI	WONGSUNG	22nd August.
SHANGHAI	CHANGSHA	30th August.
KOBE AND MOJI	KANSAI	31st August.
MANILA	TAIWAN	19th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	TAIWAN	10th September.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS (NORTH AND SOUTH AMERICAN PORTS).)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO
S.S. Alexandria, Capt. BORDEEN	27th August.	Freight.
S.S. Sibira, Capt. BORDEEN	10th September.	Freight and Passengers.
S.S. Andalusia, Capt. EMBERS	21st September.	Freight.
S.S. Arabia, Capt. ...	5th October.	Freight.

FOR NEW YORK.

S.S. Argentina, Capt. FOSS, End of August or Beginning of September.

For further particulars, apply to

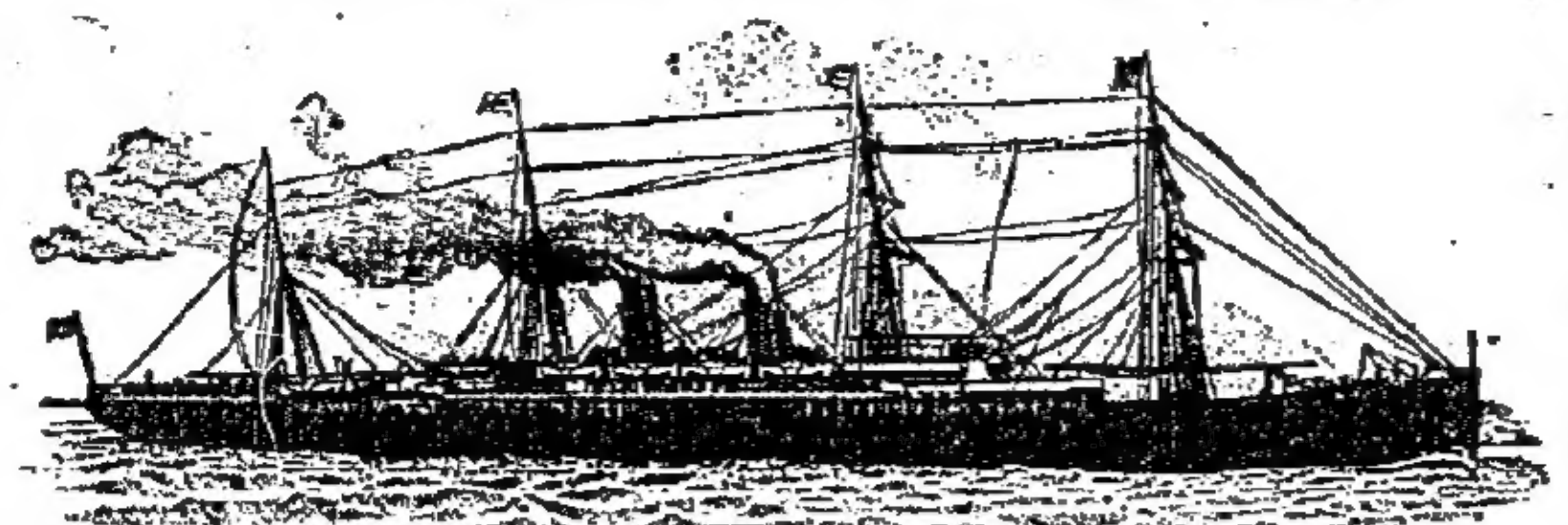
HAMBURG-AMERIKA LINE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PROPOSED SAILINGS FROM HONGKONG.

PERU	SATURDAY, 31st Aug., at Noon.
COPTIC	TUESDAY, 10th Sept., at Noon.
CITY OF PEKING	TUESDAY, 24th Sept., at Noon.
GALLIC	WEDNESDAY, 2nd Oct., at Noon.

THE Pacific Mail Company's Steamship PERU will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 31st August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Special Rates (First Class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special Rates (First Class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Tickets.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Buildings, Hongkong, August 18, 1901.

GEO. ECKLEY, Acting Agent.

980

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer.	Tons.	Captain.	Proposed Sailing.
Ducow	3601	W. Watt.	August 27
Ohio	3821	J. S. Cox	September 10
Olympic	2837	J. Truebridge	October 1

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and STEWARDESSES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, \$49.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 1/2 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, \$35.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other points on application. Special rates allowed to members of Government Service. For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

OCEAN STEAMSHIP COMPANY

FROM	STEAMERS.	TO
GLASGOW AND LIVERPOOL	TYDEUS	26th August.
GLASGOW AND LIVERPOOL	PYRRHUS	5th September.
GLASGOW AND LIVERPOOL	ULYSSES	12th September.
GLASGOW AND LIVERPOOL	ADAMANTION	18th September.

FOR	STEAMERS.	TO
LONDON	PELEUS	22nd August.
LONDON	STENTOR	3rd September.
LONDON	INDOMENUS	17th September.
LONDON	AXAN	1st October.
LIVERPOOL DIRECT	ORUSTES	18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, August 19, 1901.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
KAWACHI MARU, J. B. Thompson	MANILLE, LONDON and ANTWERP, Via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 23rd Aug., at Daylight.
KASUGA MARU, H. FRANK	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 23rd Aug., at 4 p.m.
ROSETTA MARU, N. TATE	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 23rd Aug., at Noon.
HAKATA MARU, F. L. SOMMER	KOBE and YOKOHAMA.	FRIDAY, 23rd Aug., at Daylight.
KAGA MARU, J. W. EUSTANCE	VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 2nd Sept., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Queen's Road.

A. S. Mihara, Manager.

Hongkong, August 19, 1901.

775

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

named:—

FOR	STEAMSHIP	CAPTAIN	DATE.
SHANGHAI	Nankai	C. J. BENTON, R.N.R.	Daylight, Aug. 22.
YHAMA, Via SHAI	Formosa	B. H. W. SNOW	About 26th Aug.
KOBE	Formosa	C. L. DANIEL	About 30th Aug.
SHANGHAI	Chusan	G. M. MONTFORT, R.N.R.	Noon, 31st Aug.
LONDON, Via	Muslin	E. P. MARTIN, R.N.R.	About 7th Sept.
MARSEILLES & LONDON	Bened	E. P. MARTIN, R.N.R.	About 7th Sept.

* See Special Advertisement.

† For Freight only.

For Freight or Passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office,

Hongkong, August 21, 1901.

H. A. RITCHIE, Superintendent.

979

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

3,573 Tons Gross, Captain H. FRASER,

will be despatched for the above Port on

FRIDAY, the 23rd Instant, at 4 p.m.

This New Mail Steamer is specially

constructed for service in the Tropics, and is

provided with superior Accommodation and

with all modern fittings and improvements for

the safety and comfort of Passengers.

Doctor and Stewardesses carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, August 15, 1901.

COMPAGNIE DES MESSEAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE

AND YOKOHAMA.

THE Company's Steamship

INDUS, Capt. DECHATELAIN, will be despatched for

the above Ports on MONDAY, the 26th

Instant.

For Freight or Passage, apply to

P. de CHAMPEMORIN, Acting Agent.

Hongkong, May 20, 1901.

1625

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND

SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Nippon Maru, (via

Shanghai, Nagasaki,

Kobe, Inland Sea, Yo-

kohama & Honolulu)

Saturday, August

24, at Daylight.

America Maru, (via

Shanghai, Nagasaki,

Kobe, Inland Sea, Yo-

kohama & Honolulu)

Tuesday, Sept.

17, at Noon.

Hongkong Maru, (via

Shanghai, Nagasaki,

Kobe, Inland Sea, Yo-

kohama & Honolulu)

Saturday, Oct.

12, at Noon.

THE Twin-Screw S. S. NIPPON

MARU will be despatched for SAN

FRANCISCO, via SHANGHAI, NAGASAKI,

KOBE, INLAND SEA, YOKO-

HAMA AND HONOLULU, on SATURDAY,

the 24th August, at Daylight, 1901, taking

Freight and Passengers for Japan, the

United States, and Europe.

Steamers of this line pass through the

INLAND SEA OF JAPAN, and call at

HONOLULU, and Passengers are allowed to

break their journey at any point en route.

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-

-Atlantic lines of steamers and to the prin-

cipal cities of the United States or Canada.

Fares may be obtained on application.

Passengers holding through ORDERS

TO EUROPE have the choice of Overland

and Rail routes from San Francisco, including

the SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER AND RIO GRANDE,

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on pay-

Shipping.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SVATOW.

THE Company's Steamship *HAICHING*, Captain DAVIS, will be despatched for the above Port on THURSDAY, the 22nd Inst., at 10 a.m.For Freight or Passage, apply to DOUGLAS LAFRAIR & Co., General Managers.
Hongkong, August 20, 1901. 1737

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship *PERLA*, Capt. J. E. McArthur, will be despatched for the above Port on FRIDAY, the 23rd Inst., at 5 p.m.The attention of Passengers is fitted through with Electric Light.
A Doctor is carried.
For Freight or Passage, apply to SHUNWAN, TOMES & Co., General Managers.
Hongkong, August 19, 1901. 1727

HAMBURG AMERIKA-LINIE.

FOR SHANGHAI.

THE Steamship *LUONGMOON*, Captain SCHLIER, will be despatched for the above Port on SATURDAY, the 24th Inst., at 3 p.m.This Steamer has superior Accommodation for First and Second Class Passengers.
For Freight or Passage, apply to SIEMSEN & Co., Agents.
Hongkong, August 20, 1901. 1738

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Trion, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)THE Steamship *ELLEN*, Captain ELLIS, will be despatched for the above Port on FRIDAY, the 23rd Inst., at 10 a.m.This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is fitted throughout with the Electric Light.
A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, August 19, 1901. 1728

Notices to Consignees.

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM LONDON AND THE STRAITS.

THE Company's Steamship *Glenfing* having arrived from the above port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where such consignments will be sorted out, marked by marks, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th Instant will be subject to rent.

No Fire Insurance will be effected in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & GOW.
Hongkong, August 19, 1901. 1732

STEAMSHIP ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from LONDON and HAVRE, ex s.s. *Sidon*, in connection with above Steamer, are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG, KOWLOON WHARF & GODOWN COMPANY, Ltd., at Kowloon, where delivery may now be obtained immediately after landing.

Bills of Lading will be countersigned by the undersigned, subject to the receipt of the Godown Company, on MONDAY, the 26th August, at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.
Hongkong, August 19, 1901. 1731

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Catherine Apsar* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

Consignees of Cargo from SINGAPORE and KOWLOON are requested to take IMMEDIATE delivery of their Goods from along-side.

Cargo impeding the discharge of the ship will be landed and stored at Consignees' risk and expense.

Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON, SONS & Co., Agents.
Hongkong, August 19, 1901. 1730

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship *Andalusia*, Capt. EILERS, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from along-side.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd Inst. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 23rd Inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA-LINIE, Hongkong Office.
Hongkong, August 16, 1901. 1716

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *PARRIMATTA*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out, marked by marks, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c., ex s.s. *Rome*, From Australia, &c., ex s.s. *Arcturion*, From Persia, &c., ex s.s. *B. L. S. N.*, and From P. & O. Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. To-day.

Goods not cleared by the 22nd Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.
Hongkong, August 16, 1901. 1708

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo by the S. S. *ERNEST SIMONS*, from LONDON, HAVRE and MARSEILLE, are hereby informed that their Goods have been transhipped at Bombay to the P. & O. Steamer *ARAKIA*, due here on the 18th Instant, where delivery may be obtained at the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon.

Bills of Lading will be countersigned by the undersigned.

P. DE CHAMPMORIN, Acting Agent.
Hongkong, August 15, 1901. 1697

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM TRIESTE, PORT SAID, ADEN, KARACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship *China* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, Limited, where delivery may be obtained.This Vessel brings Cargo:—From Venice, ex s.s. *Meteoroid*, transhipped at Trieste, from LEVANT PORTS, ex s.s. *Thio*, transhipped at Port Said.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned, before 3 p.m. on the 22nd August, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd August, will be subject to rent.

Bills of Lading will be countersigned by the undersigned, subject to the receipt of the Godown Company, on MONDAY, the 26th August, at 3 p.m.

No Fire Insurance has been effected.

SANDER, WIELER & Co., Agents.
Hongkong, August 16, 1901. 1711

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *NANKIN*.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out, marked by marks, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From Bombay, &c., ex s.s. *2nd Sionia*.

Goods not cleared by the 25th August, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a Certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.
Hongkong, August 19, 1901. 1723

Banks.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.

SUBSCRIBED CAPITAL, ... Tls. 5,000,000
PAID-UP CAPITAL, ... " 2,500,000HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENTS: BEIJING, CALCUTTA, HANKOW, TIENTSIN, TUNGTAU (KIATSCHING).

LONDON BANKERS: Messrs N. M. Rothschild & Sons, Union Bank of London, Ltd., Deutsche Bank (Berlin), London Agency.

Direction of the Disconto Gesellschaft. Interest allowed on Current Account. Deposits received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.

E. F. GRUBS, Acting Manager.
Hongkong, May 30, 1901. 296

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853. HEAD OFFICE, LONDON.

CAPITAL PAID-UP, ... £800,000
RESERVE FUND, ... " 800,000
HOLDERS, ... " 2,000,000
RESERVE FUND, ... " 2,000,000

INTEREST allowed on Current Account at the rate of 2 1/2 per centum on the Daily Balances.

On Fixed Deposits for 3 months ... 3%
" " " 12 " " " 4%
" " " 24 " " " 5%E. W. RUTTER, Manager.
Hongkong, January 18, 1901. 1970

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ... \$10,000,000
RESERVE FUND, ... " 10,000,000
Sterling Reserve, \$10,000,000
Silver Reserve, \$7,500,000

RESERVE LIABILITY OF PROPERTIES, ... \$13,750,000

COURT OF DIRECTORS:—J. SHAW, Esq., Chairman, Hon. J. B. Bell, Esq., Deputy Chairman, H. Haupt, Esq., D. Meyer, Esq., R. L. Richardson, Esq., A. J. Raymond, Esq., J. S. Van Buren, Esq., C. E. Wines, Esq., H. W. Slade, Esq., H. T. Tung, Esq.

CHIEF MANAGER: Hongkong—Sir T. JACKSON, Manager: Shanghai—H. M. DEVIS, Esq., LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—For 3 months 2 1/2 per cent. per annum. " 6 " 3 " " " " 12 " 4 " " " " 24 " 5 " " " " "

T. JACKSON, Chief Manager.
Hongkong, August 17, 1901. 366

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, T. JACKSON, Chief Manager.
Hongkong, October 3, 1900. 1517

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, ... £1,000,000
PAID-UP CAPITAL, ... £24,374.HEAD OFFICE—HONGKONG.
Board of Directors: CHAN KUI SHAN, Esq., C. E. WINS, Esq., CHOW TUNG SHANG, J. T. LAUS, Esq., Esq.Chief Manager: GEO. W. R. PLAYFAIR.
Interest for 12 months Fixed ... 5%
Hongkong, March 18, 1901. 117

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, ... £1,500,000
SUBSCRIBED CAPITAL, ... £1,125,000
PAID-UP CAPITAL, ... £62,500
RESERVE FUND, ... £40,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per centum on the Daily Balances.

On Fixed Deposits:—For 12 months 4 1/2%
" 6 " 4%
" 3 " 3 1/2%
" 1 " 3%J. THURBURN, Manager, Hongkong.
Hongkong, April 1, 1901. 234

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... " 18,000,000
CAPITAL UNPAID ... " 6,000,000
RESERVE FUND ... " 3,310,000HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENTS: TOKYO, KOREA, MANCHUKUO, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN, NEWCHANG.

LONDON BANKERS: The London Joint Stock Bank, Limited, The Union Bank of London, Limited.

HONGKONG BRANCH—Interest allowed. On Current Account at the Rate of 2 1/2 per centum on the daily balance.

On Fixed deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum.
On fixed deposits for 3 months, 3% per annum.TARO HOSUMI, Manager.
Hongkong, April 15, 1901. 509

Banks.

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, S'hai Tls. 5,000,000.

HEAD OFFICE: SHANGHAI. BOARD OF DIRECTORS: BERLIN.

BRANCHES: BEIJING, CALCUTTA, HANKOW, TIENTSIN, TUNGTAU (KIATSCHING).

LONDON BANKERS: Messrs N. M. Rothschild & Sons, Union Bank of London, Ltd., Deutsche Bank (Berlin), London Agency.

Direction of the Disconto Gesellschaft. Interest allowed on Current Account. Deposits received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.

E. F. GRUBS, Acting Manager.
Hongkong, May 30, 1901. 296

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853. HEAD OFFICE, LONDON.

CAPITAL PAID-UP, ... £800,000
RESERVE FUND, ... " 800,000
HOLDERS, ... " 2,000,000
RESERVE FUND, ... " 2,000,000

INTEREST allowed on Current Account at the rate of 2 1/2 per centum on the Daily Balances.

On Fixed Deposits for 12 months 4 1/2%
" " " 6 " " " 4%
" " " 3 " " " 3 1/2%
" " " 1 " " " 3%T. H. WHITEHEAD, Manager.
Hongkong, July 9, 1901. 846

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

CAPITAL, FULLY PAID-UP, ... \$1,000,000.
RESERVE FUND, ... " 125,000.

Directors: J. S. VAN BUREN, Esq., C. E. WINS, Esq., H. W. SLADE, Esq., H. T. TUNG, Esq.

General Manager: MESSRS JOHN D. HUMPHREYS & SON.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgages, to invest funds in Mortgages or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, May 13, 1901. 361

Insurances.

Prompt - - Payment.

Copy of a letter received from the Legal Representative of the late J. F. LEON, (Manager of CARPENT & MOORE, Ltd.)

Hongkong, 27th July, 1901.

Dear Sir, I am instructed by Mrs. LEON (to thank you for the trouble you took and for the very prompt way you paid the Insurance, as compared with the other Company, which did not pay until about two weeks after you did).

Yours truly, (Sgd.) J. LEE, Brother-in-law of Mrs. LEON.

F. RICE, Esq., Manager, Equitable Life Assurance Society of the U.S.

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at Current Rates.

HUTZ, S. JACOB & Co.
Hongkong, March 31, 1900. 738

UNION ASSURANCE SOCIETY.

(Institution in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, 2,400,000.
CAPITAL PAID UP, £180,000.TOTAL INVESTED FUNDS RECEIVED £3,450,044.
TOTAL ANNUAL INCOME, £1,103,883.

THE Undersigned, having been appointed AGENTS for the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & Co., Princes Central.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1900, £14,732,631.

Authorized Capital, ... £3,000,000 0 0
Subscribed Capital, ... £2,750,000 0 0
Paid-up Capital, ... £2,537,500 0 0
Fire Funds, ... £2,537,500 14 4H. A. RITCHIE, Agents.
Hongkong, July 3, 1901. 1897

THE Standard is the only British Life Office having a Local Board of Directors in the Far East with full powers to accept proposals, issue Policies, pay Surrenders, and advance Loans ON THE SPOT WITHOUT REFERENCE HOME.

All kinds of Life Assurance and Annuity Business transacted.
For Rates and all particulars, apply to DODWELL & CO. LTD., Agents.
Hongkong, February 15, 1901. 1-53

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Albatross	despatch-vessel	1700	—	3000	Comdr. C. G. F. M. Cradock	Weihaiwei
Albatross	sloop	1050	6	1400	Commander R. E. Hunt	Hankow
Albatross	cruiser, 2nd class	4300	10	5000	Captain J. Startin	Shanghai
Albatross	cruiser, 1st class	11,000	16	18,000	Captain H. Cherry	Weihaiwei
Albatross	cruiser, 2nd class	4300	10	9000	Captain A. W. Fager, C.M.G.	Shanghai
Albatross	armoured cruiser, 1st class	12,000	18	2500	Captain E. H. Baily, C.B.	Nagasaki
Albatross	hatchless, 1st class	10,500	14	13,000	Captain F. H. Henderson	Weihaiwei
Albatross	cruiser, 1st class	3000	12	21,411	Captain F. H. Henderson	Weihaiwei
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Lenke	Wuhu
Albatross	cruiser, 3rd class	1770	6	3500	Com. Sir Boucherier R. S. Wrey	Hongkong
Albatross	gunboat	710	6	1300	Comdr. Baird	Weihaiwei
Albatross	gunboat	1140	8	2000	—	Amoy
Albatross	cruiser, 2nd class	5600	11	9000	Captain P. F. Tiltard	Hongkong
Albatross	cruiser, 2nd class	5600	11	9000	Captain R. H. S. Stokes	Amoy
Albatross	cruiser, 1st class	7350	12	10,000	Captain W. A. Paget	Weihaiwei
Albatross	g.-b. 3rd class coast de' fence	383	3	200	Lieut.-Com. W. F. Blunt	Tung-tung Lake
Albatross	torpedo boat destroyer	360	6	6700	—	—
Albatross	gunboat, 2nd class	465	4	380	—	Canton
Albatross	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Weihaiwei
Albatross	battleship, 1st class	12,950	16	13,500	Captain Lewis Wintz	Nanking
Albatross	torpedo boat destroyer	275	6	4000	Lieut.-Com. G. H. Holden	Shanghai
Albatross	torpedo boat destroyer	275	6	4000	Lieut.-Com. J. G. Armstrong	Woo-sung
Albatross	storeship	1640	—	800	Comdr. H. J. Davison	Shanghai
Albatross	cruiser, 2nd class	5600	11	9000	Captain Windham	Hongkong
Albatross	torpedo boat destroyer	250	6	3900	—	Hongkong
Albatross	gunboat, 1st class	715	6	1000	Lieut.-Com. John C. Watson	Bangkok
Albatross	cruiser, 3rd class	2950	6	5000	Captain John G. M. Field	Weihaiwei
Albatross	battleship, 1st class	12,950	16	13,500	Hon. A. G. C. Howe, C.B.	Woo-sung
Albatross	armoured cruiser, 1st class	5600	12	8500	Captain J. H. T. Burke, C.B.	Weihaiwei
Albatross	torpedo boat destroyer	360	6	6300	Lt.-Com. C. P. Mansel	Woo-sung
Albatross	sloop	1015	6	1400	Commander W. H. Nicholson	Weihaiwei
Albatross	gunboat, 1st class	755	6	720	Comdr. Oldham	Hongkong
Albatross	cruiser, 2nd class	2560	8	7000	Capt. Harry C. Reynolds	Canton
Albatross	gunboat, 1st class	755	6	1200	Lt.-Com. W. de M. Cooper	Chinkiang
Albatross	gunboat, 1st class	835	6	—	Lt.-Com. Morris H. Smyth	Shanghai
Albatross	gunboat, 1st class	825	6	720	Lt.-Com. Howarth Smith	Hongkong
Albatross	river gunboat	85	2	240	Lieut.-Com. G. G. Webster	Shanghai
Albatross	sloop	980	6	14 0	Comdr. C. A. W. Hamilton	Canton
Albatross	river gunboat	85	2	240	Lieut.-Com. H. C. Carr	Hongkong
Albatross	river gunboat	85	2	240	—	Wushow
Albatross	gun-vessel, 2nd class	755	2	870	—	—
Albatross	torpedo boat destroyer	250	6	6500	Lt.-Com. C. P. Peary-Pownall	Hongkong
Albatross	cruiser, 2nd class	5600	11	9000	Captain F. G. Stopford	Hongkong
Albatross	receiving ship	4650	6	—	Commodore Francis Powell, C.D.	Shanghai
Albatross	cruiser, 1st class	14,200	14	25,000	Captain Percy Scott, C.B.	Hongkong
Albatross	coast defence gunboat	383	3	200	—	Kobe
Albatross	cruiser, 3rd class	2575	8	7500	Captain F. C. M. Noel	Hongkong
Albatross	surveying ship	620	—	450	Lieut.-Com. W. O. Lyns	Shanghai
Albatross	torpedo boat destroyer	260	6	5900	Lt.-Com. C. Mackenzie, D.S.O.	Hongkong
Albatross	coast defence ship, armoured	2750	4	1000	—	Hankow
Albatross	river gunboat	160	2	550	Lieut.-Com. H. D. S. Watson	Chin'iang
Albatross	river gunboat	160	2	550	Lieut.-Com. H. E. Hillman	Poyang Lake

